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| | 0.0 | Mission Ale | rt Notlica | cion | | | |
| | TO: (See | Below) | | by the t | | | |
| | Request y | our attendan | ce at the Co | ommander's | Briefing | to be held | |
| | | erations Bri | | | | | |
| | , , | | | | 11.5 | 4 - 10 - 10 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - | |
| X | 1230 | L. The F | iefing cond | erns the | following | | Park Mary Mary 1988 |
| | 1. Missi | on Code .e | and Number | : <u>BX 6</u> | ,729 | | |
| | 2. Date/ | Pime a .una | ch (H-Hour) | 16 Oct / | 01152 | 17815 | |
| | | <u> </u> | | • | 30- | | |
| 25X1A | | d Sp. (H+i | :00): | 16007/ | 0215 21 | <u> </u> | |
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| 25X1A | 5. Equip | nen equi | | | | | |
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TOPESECRET

| /6 ОДАрриоved For Release 2000/06/13 7 СДА-REPP6 | 9B00041R001000010001-6 |
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| DCOL CHECK LIST * * * TOP SEAPPTOVE FOR Release 2002 US/13 ! CIA-REPT698 | \$\$\text{\$\ext{\$\exitting{\$\ext{\$\exitin}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}} |
|--|--|
| | |
| * DENOTES MANDATORY CALL TO COMMAND POST UPON COMPLETION | 1 |
| H-24:00 TO H-23:30: SECURE SUITS, CHUTES, KITS AND VENT UNITS: | 1015-1045 00 |
| DESIGNATE LIFE SUPPORT TECHNICIANS: | |
| 4/C/29 P.F.m. | 057/14 |
| 4/C/129 PM | 25X1A |
| H-23:30: ATTEND COMMANDERS BRIFFING: | |
| SUBMIT HANGAR ACCESS ROSTER. 5 CYS 1-MC 3-SECURITY 1-DCOL | -1- 6 |
| SUBMIT RECOVERY ROSTER, 3 CYS 1-MC 1-ADMIN 1-DCOL | 045 |
| H-22:00 TO H-17:00: PREFLIGHT: | 1215-1515 M |
| BOTH SUITS (EA PILOT) | 1215-1515 DC |
| DARACHITE AND FILLUTIONAL OF PROPERTY | est. |
| PARACHUTE AND EMERGENCY 02 SYSTEMS | |
| SEAT KIT COMPONENTS | be . |
| SUIT ROOM VENT | de la companya della companya della companya de la companya della |
| LOX VENT UNIT | el . |
| OXYGEN CYLINDERS | |
| TEST EQUIPMENT | La light |
| TRANSPORT VANS | 10 |
| H-21:00: NOTIFY SECURITY, SEAT KIT AVAILABLE FOR PACKING: | W 215 24 / |
| H=3:00 TO H=1:40: PREPARE PREBREATHING ROOM FOR RECEIPT OF PILOT: | 07/5-0895 |
| MISSION PERSONALLY CHECK WITH MISSION CORRDINATOR AT C.P. TO VERTEY NAMES OF | 08/5 12 04 |
| PRIMARY AND SPARE PILOTS AND AIRCRAFT: | · OF |
| p. FM | |
| S. R.C. | 1.00 |
| INSTALL SEAT KIT AND PARACHUTE: | 11 1. Haller |
| +-2:00: RECEIVE PACKET FROM INTELLIGENCE | |
| H-1:45 TO H-1:30: SECURITY INSPECTS SUITS: | 08/5 |
| H-1:20 TO H-1:10: FLIGHT SURGEONS MEDICAL IN DCOL: | 0850-01-0 30-30-3545 / WILL |
| H-1:10 TO H-1:00: DRESS PILOT, PRESSURE CHECK EQUIPMENT: | 5855 - 0905 - 10955-1005 7 1 V |
| H=0:50 TO H=0:45' TPANEDORT TO ANDRAGT | 1005-1015 |
| H-0:50 TO H-0:45: TRANSPORT TO AIRCRAFT: | 0925-0980 / 1505-1501 / N |
| *H-0:45 TO H-0:35: PILOT HOOKUP AND SUIT A/C CHECK | 04/31- 0400 1 |
| 1-0:35 TO TAKEOFF: STANDBY IN DCOL AND PACK LOW RECOVERY EQUIPMENT: | 0440 1.760 |
| ANDING: REMOVE PILOT, TRANSPORT PILOT BACK TO DOOL, DESUIT PILOT: | \ '\! |
| DEBRIEF PILOT, EVALUATE AND CHECK RELIABILITY OF EQUIPMENT: | 17 |
| PUSI-FLIGHT EQUIPMENT: | |
| * * * TOP SECRET * * * | |
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| Approved For Release | 2002/06/13: | CIA-RIPEGE | 00044R0010 | 00010001-6 |
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| The second secon | | Retail | Lago Law Mark Alam | dung diene in |

| 921 | MISSION P | ilots AC | IVITY SCHE | DULE FOR OPERA | less TIONAL MISS | ION | A HOD OH TA |
|------------------------|-----------------|---------------------|------------------------|-------------------------|---------------------|------------------------|----------------|
| H-HOU TIME PRIMA | R LOCAL | | LOCAL TIME SPARE | <u>ITEM</u> | | LOCATION | |
| H -55 | :30 1145 | | | Pre-Mission | Physical Exa | 国际建国籍 的复数计图片 | |
| H -21 | :30 <u>1245</u> | | | Eating | | A/C Mess | |
| H-20: | 30 <u>1345</u> | 3 | | Recreation a as scheoul | | Selected Area | |
| H -18 | :00 1615 | | | Intelligence | Review | DCOMI | |
| ' н -17 | :00 1715 | | | Initial Brie | f & Recreati | on DCO Brief | lun |
| н -14 | :00 2015 | | . 100.00 | Eating | a salah bila seri | A/C Ross | |
| H -13 | :00 2115 | | | Crew Rest | | Asgd House | |
| H -4: | 00 0615 | | | Wake/up Psyc | hological Ck | Asgd House Crew Mes | |
| н -3: | 30 <u>064</u> | | 1 | Final Brief1 | ng. | DCO Brief | Rm |
| H -2: | 30 <u>07</u> | | | Breakfast | | A/C Mess | |
| H -1: | 20 <u>08</u> | H 1:20 | 0855 | Final Physic | al Evaluatio | n DCOL | |
| H -1: | 10 09 | H -:10 | 1005 | Suiting | | DCOL | |
| н -:5 | 0 09 | H +:10 | 1025 | Leave Ops | | Transport | Van |
| H -:4 | 5 <u>09.</u> | H _. +:15 | 1030 | Arrive Aircr | aft | Hangar | |
| н -: 3 | 10 094 | 1 +:30 | 1045 | Start Engine | | Hangar | |
| н -:2 | 0 0955 | :40 | 1055 | Taxi | | Aircraft | |
| н -:0 | 15 1010 | H +:55 | 1110 | Trim Engine | | Aircraft | |
| н -: С | 1015 | H +1:00 | 1115 | Take Off | | Aircraft | |
| | | | | | | | |
| L +:2 | 25 | | | Post Mission | Physical | DCOL | |
| L +: 1 | 15 | | | Ops Debrief | | DCO Brief | Rm |
| L +1 | | | | Mission Debr | ief | DCO Brief | Rm |
| L +3 | : 30 | | | Released | | | |
| | | | L | 次期"错"的人是"强调" | | | [194] [19 |

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| Approved For Release | e 2002/06/13 | : CIA-RDP69B00041R0 | 24 the Daling | |
|------------------------------|---|---------------------|--|------------------|
| FULL PR | | T TEST LOG | · | `. |
| SUBJECT # 1055 | | FLIGHT DATE 16 oct | 5 X X | COMPANY TO SERVE |
| suir # | | DON | 175 | |
| CUTER GARMENT W/FLOAT GEAR ? | | X 3 | th. | |
| helmet # ? | | TIME IN SUIT | 1. | 25X |
| CLOVES # | *************************************** | TECHNICIAN | <u> </u> | , |
| BOOTS - 2 Q D | | TOOM MERCE | POSTFLI | • |
| PRESS-TO-TEST PRE-FLIGHT | | SUBJECT TEST | | ; |
| SYSTEM #1 | | 105_105 | 104 | * |
| Max Pressure | - | 1 3 1.2 | 1.1 | • • |
| Differential 42 | - | 00 1000 | 1200 | • |
| Leak Rate | | 300 100 | Commission Control and State of the Control and Contro | • |
| SYSTEM #2 | · | (2012 | 0 113 | |
| Max Pressure 114. | _ | 1 8 1.3 | | |
| Differential | CMG1 | () KBC | 1050 | |
| Leak Rate /2cc | | 300 40 | | |
| Unpress Leak Rate | 2 | 300 | The second secon | • |
| Face Best | ~ | | E PARACHEL SECRETARION SECRETARION | _ |
| Commo and Cord | | | - | |
| Pencils | | | · | us. |
| Knife | | | · · | |
| Controller Number | | | | CHA |
| Packet | | | ann ar an an an an | ∉ा सम्प्रं |
| Grease Zippers | | | The second secon | s wor |
| Check Location of CO2 | | | - | ac ve |
| Pressure Tap Screws | | | #** | · |

| 44 | Approved For Releas | se 2002/06/13 ; CIA-F | RDP69B00041R0010000 | 10001-6 |
|--|---------------------|--|---------------------|---------|
| of the committee of the | XERO! | terminal terminal company of a second | XERO XERO | Ado. |
| 1, | | | | * |

PRESSURE SUIT HOOK-UP CHECKLIST

| وأسوس | Packet in pocket. | : |
|-------------------|---|-------|
| <u>- 2.</u> | Stirrups secured. | |
| -3- | Foot rest guards over seat foot rests. | i: |
| - Uto | Communications secured and functioning. | |
| 45. | Face heat ON (LOW). | |
| | Oxygen hoses secured in QD. | |
| | Three harness snaps secured - harness adjusted and surplus stowed. | |
| 8. | Kit adjusted and surplus stowed. | |
| 7.9, | Two (2) bailout hoses secured. | 4 |
| 10. | Kit adjusted and surplus stowed. Two (2) bailout hoses secured. Lap belt, shoulder harness, key, secured and adjusted. Oxygen hoses under right leg strap, chest strap under helmet hold-down. Emergency oxygen lanyard secured and pin removed. | 1 |
| -11. | Oxygen hoses under right leg strap, chest strap under helmet hold-down. | |
| -11 3. | Emergency oxygen lanyard secured and pin removed. | · . |
| غ د نام | Green apple secured. | 4, 7 |
| | Red knob secured. | |
| , 15. | Red knob secured. Manual over-ride handle secured. Two (2) Rocket-Jet releases secured. | |
| 716. | Two (2) Rocket-Jet releases secured. | |
| -47. | Press-to-test both 02 Systems, (LOW pressure-#1 Sys 15/80 #2 Sys 60//3) |). |
| 470. | oneck race neat. | |
| | Re-adjust lap belt. | |
| | Kit lanyard secured to D-ring. | |
| _21. | Parachute beacon; AUTOMATIC(), UNSNAPPED(), SNAPPED(). | |
| | 725 71/5 | G.A. |
| 22. | Departing LOX quantity, #1 System 10 #2 System 10 TIME 105.5. | 07382 |
| | | |
| 23. | Returning LOX quantity, #1 System 6. J #2 System 7.5 TIME 1540. | • |
| | | |
| | | |
| | | |
| | CUD TELOM A FOR MINISTED A TO OUR TELOM MINISTED A TO | |
| 0EV4A | SUBJECT 10.55 AIRCRAFT NUMBER 1.29 | ı |
| 25X1A | TECHNICI DATE OF FLIGHT /8 00 6 7 | |
| | DATE OF FLIGHT | × |
| | | |
| | - | |

EQUIPMENT PREFLIGHT FOR HIGH FLIGHT

PARACHUTE

| Ripcord pins seated (main and first stage). |
|--|
| 2. Pack opening elastics secured. |
| 3. First stage jettison mated and pins secured. |
| Two (2) rocket jet units secured. |
| Manual over ride handle secured. |
| Green apple secured. |
| De directi apple secured. |
| Red knob secured. |
| Bailout hoses adjusted for pressure suit. |
| 9. Bailout hose connectors operating. |
| 40. Harness adjusted for HIGH flight. |
| Lt. Automatic openers - triggered and reset. |
| |
| M. Reilaut orlinder mine goowed |
| 14. Bailout cylinder pressure #1 /400 #2 1800 |
| 15. Communication cord secured to chute. |
| |
| 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| SURVIVAL KIT |
| DURVIVAL AII |
| SURVIVAL KIT 1. Yellow handle secured. |
| |
| 2. Trigger clearance. |
| 3. Kit disconnects secured. |
| 4. Atd secured. |
| 5. Nisual condition. |
| |
| INSTALLATION |
| |
| Vent secured at disconnect. |
| Zol Kit secured to chute - loose. |
| 3. Emergency oxygen lanyard secured to chute and pin installed. |
| Les Communication cord secured at disconnect. |
| Yent hose secured to chute. |
| |
| Pin secured in QD and safetied. 75/80 #2/85 70xygen system low pressure #1 85/90 #2 75/80 |
| 700xygen system low pressure #1 85/90 #2 75/80 |
| Pip pin in "D" ring. |
| Stirrup cables extended and operating freely. |
| 10. Foot rest guards over seat foot rest. |
| 120 |
| SUBJECT 055 AIRCRAFT NUMBER 29 |
| 25X1A |
| 25X1A TECHNICIAN DATE OF FLIGHT (15.0167) 16 pct 67/17 act |
| |
| SEAT KIT NUMBER 55 PARACHUTE NUMBER 102 |
| |
| TYPE CUSHION 5/B VENT HOSE NUMBER 7/ |
| TENT HOUSE HOPELES |
| |

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FULL PRESSURE SUIT TEST LOG

| SUBJECT # 1046 | | FLIGHT DATE | 18 Oct 67 |
|-----------------------|------------|---------------------------------------|--|
| suir # | | DON 1018 | _ |
| OUTER GARMENT W/FLOAT | GEAR - 3 W | DOFF | 741 |
| HELMET # | | TIME IN SUIT | |
| GLOVES # | 4 | TECHNICIAN | man talanda e e e |
| BOOTS | V | _ | |
| PRESS-TO-TEST | PRE-FLIGHT | SUBJECT TEST | POSTFL1000 |
| SYSTEM #1 | | | · |
| Max Pressure | 110 | 110 | 115. |
| Differential | 111 | 1.5 | Let |
| Leak Rate | 1200 | 300 | 1000 |
| SYSTEM #2 | | | |
| Max Pressure | [10 | 118 | 110 |
| Differential | 1,1 | 105 | |
| Leak Rate | 1200 | 350 | 1100 |
| Unpress Leak Rate | 500 | 200 | 400 |
| Face Hest | 20 dm | | 20 5 |
| Commo and Cord | _ol | | <u>u</u> |
| Pencils | | | , games and complete the control of |
| Knife | | | Machine de la Contraction de l |
| Controller Number | 33 | | Company Company (Security Security Secu |
| Packet | | | manageriuminanen UN. 7 May est 149 'PC' |
| Grease Zippers | | | e |
| Check Location of CO2 | | · · · · · · · · · · · · · · · · · · · | Ung <u>omer munimipland</u> Rolland Andrés 146 |
| Pressure Tap Screws | | | 4 1, |



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PRESSURE SUIT HOOK-UP CHECKLIST

| | 1. Packet in pocket. 2. Stirrups secured. 3. Foot rest guards over seat foot rests. 4. Communications secured and functioning. 5. Face heat ON (LOW). 6. Exygen hoses secured in QD. 7. Three harness snaps secured - harness adjusted and surplus stowed. 8. Kit adjusted and surplus stowed. 9. Two (2) bailout hoses secured. 10. Apr belt, shoulder harness, key, secured and adjusted. 11. Oxygen hoses under right leg strap, chest strap under helmet hold-down. 12. Emergency oxygen lanyard secured and pin removed. 13. Open apple secured. 14. Red knob secured. 15. Manual over-ride handle secured. 16. Two (2) Rocket-Jet releases secured. 17. Fress-to-test both O2 Systems, (LOW pressure-#1 Sys 60/65 #2 Sys 60/70). 18. Check face heat. 19. Ae-adjust lap belt. 20. Kit lanyard secured to D-rig. 21. Parachute beacon; AUTOMATIC(), UNSNAPPED(), SNAPPED(). 22. Departing LOX quantity, #1 System 9. Z System 7. Z Sy |
|-------|--|
| 25X1A | SUBJECT 1046 AIRCRAFT NUMBER 127 TECHNICI DATE OF FLIGHT 180467 |

EQUIPMENT PREFLIGHT FOR HIGH FLIGHT

PARACHUTE

| | Ripcord pins seated (main and first Pack opening elastics secured. First stage jettison mated and pins Two (2) rocket jet units secured. Manual over ride handle secured. Green apple secured. Red knob secured. Bailout hoses adjusted for pressure 9. Bailout hose connectors operating. Harness adjusted for HIGH flight. Automatic openers - triggered and re Aneroids 1400' to 7500'. Bailout cylinder pins secured. Bailout cylinder pressure #1 Communication cord secured to chute. Visual inspection completed. | secured. |
|------|---|---------------------------------|
| | SURVIVAL KIT U. Yellow handle secured Trigger clearance Kit disconnects secured Lid secured. Visual condition. | #4 1.#5 |
| | INSTALLATION | |
| | 1. Vent secured at disconnect. 2. Kit secured to chute - loose. 3. Emergency oxygen lanyard secured to chute. 4. Communication cord secured at disconnect to chute. 5. Vent hose secured to chute. 6. Pin secured in QD and safetied. 7. Oxygen system low pressure #1 55/6. 8. Pip pin in "D" ring. 9. Stirrup cables extended and operating lo. Foot rest guards over seat foot rest. | o #2 <u>60/65</u> . |
| 25X1 | SUBJECT (246) | AIRCRAFT NUMBER 24 14 Colon |
| | TECHNICIA | DATE OF FLIGHT 150cts? (17076). |
| | SEAT KIT NUMBER 46 | PARACHUTE NUMBER 106 |
| | TYPE CUSHION 5/B | VENT HOSE NUMBER 60. |
| | | * |

| | PHYSIOLOGICAL SUPPORT | <u>. DE (118)</u> | 25X1A | |
|----------|-------------------------------------|-----------------------|----------------------|--------------|
| DAT | E/Bort 67 ACFT 129 | PILOT | | |
| | E IN FLIGHT $4+10$ TIME IN SUIT | 51 | 40 PREBREATHING TIME | 1100 |
| | | | SATISFACTORY UNSAT | ISFACTORY |
| ı. | PHYSICAL CONDITION (PILOT) | | | |
| 2. | SURVIVAL KIT AND CUSHION S/B | | | · |
| 3. | PARACHUTE 102 | | | ···· |
| 4. | HELMET - 2 | | _ | , |
| | A. REFLECTIONS | 1 | | |
| | B. FACE HEAT | | | |
| | C. COMMUNICATIONS | | | 1 |
| 5. | SUIT PROPER - 2 | | | |
| | A. CABIN DECOMPRESSION: YES NO | > | | |
| 6. | OUTER GARMENT - 2 | | | |
| 7. | BOOTS AND SPURS O. D. Type | | | |
| 8. | GLOVES - 8-/ | | | |
| 9• | OXYGEN SYSTEM | | _ | <u> </u> |
| | DEPART RETURN TIME AMT TIME AMT | | (- | |
| Дэ | 1055 7.25 1540 6.5 | | · | |
| #1 #2 | 1055 9.75 1540 9.5 | 25X1A | •: | |
| 10. | MISCELLANEOUS | 20/(1/(| | |
| 10. | EVALUATION ITEM | | | |
| dud. • | A. | | | |
| | В. | | | |
| | C. | | | |
| | D. | | | |
| | E. | | | |
| 12. | REMARKS: (EXPLAIN UNSATISFACTORY RE | PORT) | | |

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| | PHYSIOLOGICAL SUPPORT DE LIEF. | <u>ING</u> 25X | (1A |
|------------|--|-----------------------------|--|
| ΔŒ | TE 180ct 67 ACFT 129 PILOT | | |
| | ME IN FLIGHT $4+10$ TIME IN SUIT $5+$ | A A DDDDDDDAMIITA | a mag / too |
| | The state of the s | SATISFACTORY (| UNSATISFACTORY |
| ı. | PHYSICAL CONDITION (PILOT) | DATIDIACIOAL | UNDALISTACIONI |
| 2. | #55 | | |
| 3. | | " | · |
| 4. | HELMET - 2 | | *************************************** |
| | A. REFLECTIONS | | |
| | B. FACE HEAT | | * |
| | C. COMMUNICATIONS | | |
| 5. | | | |
| | A. CABIN DECOMPRESSION: YES NO | 1 | · · |
| 6. | OUTER GARMENT - 2 | - · · | |
| 7. | BOOTS AND SPURS Q. D. Type | | |
| 8. | GLOVES - 8-/ | | att. s |
| 9. | OXYGEN SYSTEM | | |
| | DEPART RETURN | | |
| Ш | 1055 7.25 1540 6.8 | | |
| #1 #2 | 1055 9.75 1540 9.5 | et e e | · |
| π 2 | | 25X1A | |
| 11. | EVALUATIO | 20/1// | |
| • | A. | | Control of the Contro |
| | В• | | |
| | G. | | * |
| | D. | | *************************************** |
| | E. | , ************ . | ************************************** |
| 12. | REMARKS: (EXPLAIN UNSATISFACTORY REPORT) | | |

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